

for Superperformance!

AUSTIN
MINI SALOON
COOPER



Specification

ENGINE: In-line, water-cooled, overhead-valve, 4-cylinder. Three-bearing counterbalanced crankshaft. In unit with clutch, gearbox, and final drive. Installed transversely at front of car. Bore 2.458 in. (62.43 mm.); stroke 3.202 in. (81.33 mm.); cubic capacity 60.85 cu. in. (997 c.c.); compression ratio 9 : 1; maximum b.h.p. 55 (gross 56) at 6,000 r.p.m.; maximum torque 54.5 lb. ft. at 3,600 r.p.m.

Fuel System: Two S.U. carburettors, type HS2 with pancake-type air cleaner. S.U. electrical fuel pump, type SP, mounted under tank at rear. Petrol tank capacity 5½ gallons (25 litres). Fuel filters in pump and fuel tank.

Lubrication System: Full pressure to engine bearings; sump forms oil bath for gearbox and final drive; internal gear-type pump driven by camshaft; full-flow oil filter with renewable element; gauze strainer in sump; magnetic sump drain plug; oil capacity, including transmission, 8 pints (4.5 litres) approximately, plus 1 pint (0.57 litre) for filter.

Ignition System: 12-volt coil, and distributor with automatic and vacuum control.

Cooling System: Pressurized radiator with pump, fan, and thermostat; capacity approximately 5½ pints (3 litres), plus 1 pint (0.57 litre) for heater when fitted.

CHASSIS: Transmission: Clutch, 7½ in. (0.18 m.) diameter, hydraulic operation by pendent pedal. Gearbox, 4-speeds with synchromesh on second, third, and top; in unit with engine and final drive; remote control central floor gear change lever. Final drive to front wheels via helical spur gears, universal joints, and open shafts; drive casing in unit with engine and gearbox.

Gear Ratios	Gearbox	Final Drive	Overall	Road Speeds at 1,000 r.p.m.
Reverse	3-200 : 1	—	12.048 : 1	—
1st	3-200 : 1	—	12.048 : 1	4-633 m.p.h.
2nd	1-916 : 1	—	7.214 : 1	7-739 m.p.h.
3rd	1-357 : 1	—	5.109 : 1	10-92 m.p.h.
Top	1-000 : 1	3-765 : 1 (17/64)	3-765 : 1	14-824 m.p.h.

Steering: Rack and pinion; 2½ turns lock to lock; 2-spoke, 15½ in. (0.40 m.) diameter steering-wheel; turning circle 31 ft. (9.45 m.).

SUSPENSION: Front (includes final drive)—Independent with levers of unequal length. Swivel axles mounted on ball joints. Rubber springs and shock absorbers mounted above top levers. Top levers roller bearing and lower levers rubber-mounted at inner end. Fore and aft location by rubber-mounted tie-rod. **Rear**—Independent trailing tubular levers with rubber springs and shock absorbers. Levers carry stub shaft for hubs, which have twin dual-purpose bearings. Telescopic hydraulic shock absorbers all round.

BRAKES: Foot—All four wheels hydraulically operated by pendent pedal. 7 in. diameter disc brakes at front and 7 in. diameter × 1½ in. wide drum brakes at rear. In order to achieve efficient and positive braking, a hydraulic intensifier is superimposed in the line between the master cylinder and the front disc brakes, while a pressure limiting valve is introduced between the master cylinder and the rear drum brakes for the purpose of eliminating rear wheel lock-up in emergency application. **Hand**—Central pull-up lever which operates on rear wheels.

ROAD WHEELS: Pressed-steel, 4-stud fixing. 5.20—10 tubeless tyres. Chromium embellishers fitted on de-luxe saloon.

ELECTRICAL: 12-volt, 43-amp.-hr. capacity battery at 20-hr. rate, located under floor of boot. Double-dipping headlamps with foot-operated dip switch; sidelamps in headlamps with separate bulbs; rear lamps, stop lamps, reflectors, and flashers are all combined in single units; rear number-plate illuminating lamp; roof lamp with integral switch; separate front amber flashers, self-cancelling switch under steering-wheel with warning light in the end of the lever. Twin-blade electrical windscreen wipers. Single wind-tone horn, with push in centre of wheel. Concealed instrument illumination.

INSTRUMENTS: Speedometer, with fuel gauge and warning lights to show dynamo not charging and headlamp high-beam position. Separate gauges for oil pressure and water temperature. The various switches, including combined ignition/starter switch, are mounted on a panel in the centre of the parcel shelf.

COACHWORK: Four-seater, four-light, two-door saloon of all-steel unitary construction. Bonnet top hinged at rear edge and supported in open position by pivoted rod. Bonnet lock and safety catch incorporated behind radiator grille. Curved, toughened-glass windscreen with twin-jet windscreen washer. The doors are hinged at their forward edges by outside hinges. Each door has a large inside pocket and is fitted with two independently adjustable sliding glasses. Exterior handle on driver's side has private lock; passenger's door locked from inside by trip catch. The doors are opened from inside by chromium-plated, lever-type handles. Hinged quarter windows. Wide, curved rear window. Rear luggage compartment contains spare wheel and tyre, and has drop-down, luggage-carrying lid with hinged number-plate and lockable handle. Bright plastic external finishers fitted to windscreen and rear window. Door window frames and lower panel sills have bright metal finishers. Chromium-plated wheel embellishers, rear number-plate lamp, fuel filler cap, also front/rear bumpers with over-riders and tubular extensions. Entire interior trim completed in washable vinyl-treated fabric; windscreen bottom rail and side cappings trimmed black to eliminate windscreen reflections. Ashtray incorporated in fascia. Large oval instrument panel, trimmed black, contains speedometer with oil pressure and water temperature gauges. Full-width parcel shelf runs beneath and contains central switch panel. Interior anti-glare mirror and dual sun visors. Adjustable front seats. Front and rear seat cushions upholstered with polyether; squabs upholstered with rubberized hair. Companion box on each side of rear seat includes ashtray. Interior roof lamp fitted. Parcel shelf behind rear seat and supplementary luggage space beneath. Kicking protectors fitted to doors and door sills. Entire floor, including plywood spare wheel cover in luggage compartment, covered in hard-wearing carpet, with underfelts. Recirculatory heater/demisters fitted. Extensive sound-deadening applied to the main body panels.

OPTIONAL EXTRAS: Fresh-air heater. Radio.

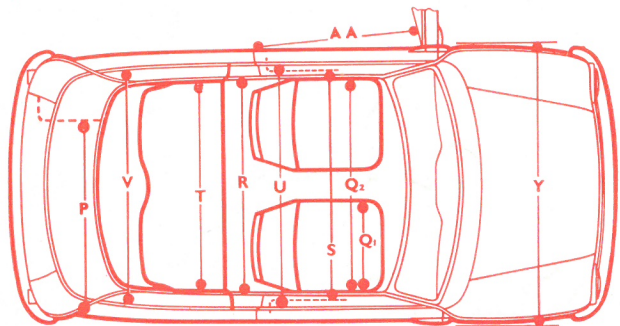
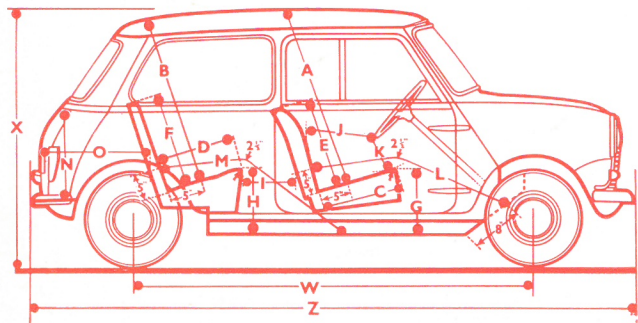
EXPORT AVAILABILITY: For the specific Export requirements encountered throughout the world numerous production variations are available. The following items can therefore be alternatively supplied at no extra cost: M.P.H. or Km.P.H. speedometer; right- or left-hand steering; headlamp and flasher equipment to suit any overseas territory; rubber mats in lieu of carpet floor covering. Optional equipment at extra cost includes: Recirculatory heater or fresh-air heater (heater is not considered standard equipment for Export markets); radio; laminated windscreen.

The goods manufactured by the Austin Motor Company Limited are supplied with an express Warranty, which excludes all warranties, conditions, and liabilities whatsoever implied by Common Law, Statute, or otherwise. **Prices.** The Company reserves the right to vary the list prices at any time. **Specification.** The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design, or equipment detailed in this publication. Such alterations are likely to occur at any time.



The Austin Motor Company Limited
Austin Motor Export Corporation Limited
Longbridge, Birmingham, England

1964



Leading Dimensions

AA 2 ft. 8 in. (0.81 m.)	A 3 ft. 1½ in. (0.95 m.)	B 2 ft. 10½ in. (0.88 m.)	C 1 ft. 6 in. (0.46 m.)	D 1 ft. 5 in. (0.43 m.)
E 1 ft. 7 in. (0.48 m.)	F 1 ft. 8 in. (0.51 m.)	G 1 ft. 1½ in. (0.34 m.)	H 1 ft. 1 in. (0.33 m.)	I (max.) 1½ in. (0.29 m.)
I (min.) 7½ in. (0.19 m.)	J (max.) 1 ft. 4½ in. (0.42 m.)	J (min.) 1 ft. 0½ in. (0.32 m.)	K 6½ in. (0.17 m.)	L (max.) 3 ft. 7½ in. (1.10 m.)
L (min.) 3 ft. 5 in. (1.04 m.)	M (max.) 3 ft. 8½ in. (1.13 m.)	M (min.) 3 ft. 2½ in. (0.98 m.)	N 1 ft. 6 in. (0.46 m.)	O 1 ft. 10 in. (0.56 m.)
P 3 ft. 2 in. (0.97 m.)	Q1 1 ft. 8 in. (0.15 m.)	Q2 3 ft. 7½ in. (1.10 m.)	R 3 ft. 5 in. (1.04 m.)	S 3 ft. 9½ in. (1.16 m.)
T 3 ft. 5 in. (1.17 m.)	U 3 ft. 10 in. (1.17 m.)	V 3 ft. 8½ in. (1.13 m.)	W 6 ft. 8 in. (2.03 m.)	X 4 ft. 5 in. (1.35 m.)
Y 4 ft. 7½ in. (1.41 m.)	Z 10 ft. 0½ in. (3.05 m.)	Boot Cap'ty 5½ cu. ft. (0.16 m. ³)	Track (Front) 3 ft. 11½ in. (1.21 m.)	Track (Rear) 3 ft. 9½ in. (1.16 m.)

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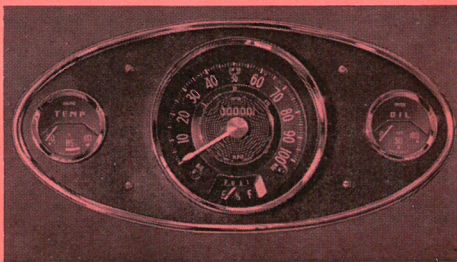


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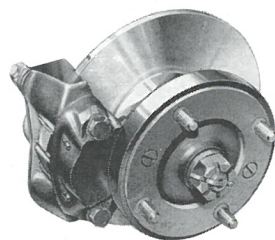
Based on the revolutionary Austin Mini saloon, this latest newcomer to the range has been specifically designed for motorway travel. For the person who enjoys the manoeuvrability and park-easy characteristics of this type of car, but who also needs quick, inter-city coverage, the 997-c.c. Austin Mini Cooper is the undisputed answer to the problem.

This near-1-litre saloon has an all-day cruising speed in the seventies, yet there is power enough in hand to achieve a maximum speed of nearly 90 m.p.h.! To the super-safe system of all-round independent suspension, transversely mounted engine, and front-wheel-drive transmission—already proven in practice as being years in advance of its time—is added an additional safety factor . . . disc brakes installed on the front wheels! Specially developed for the Austin Mini Cooper, it is the only car in the world under 1-litre capacity to be so equipped!

A truly remarkable combination of 'big-car' comfort and performance with 'small-car' convenience and economy, The Austin Mini Cooper saloon offers unrivalled value for money in the motoring markets of the world.



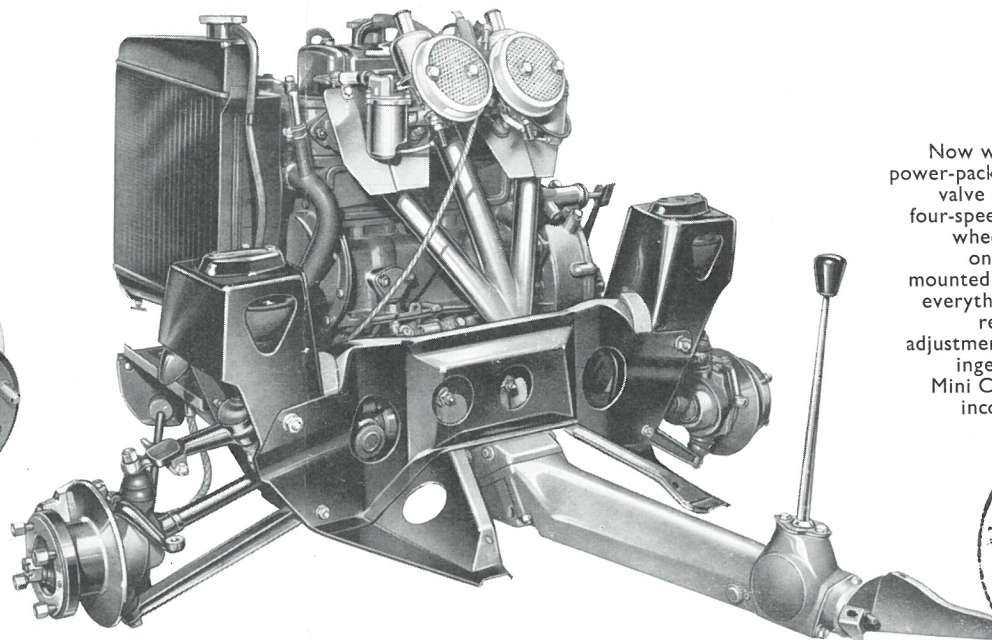
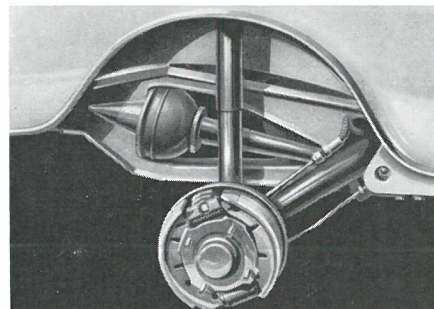
Centrally placed in the fascia, the instrument panel contains three easy-to-read instruments. The speedometer contains a fuel gauge, while separate gauges are provided for water temperature and oil pressure.



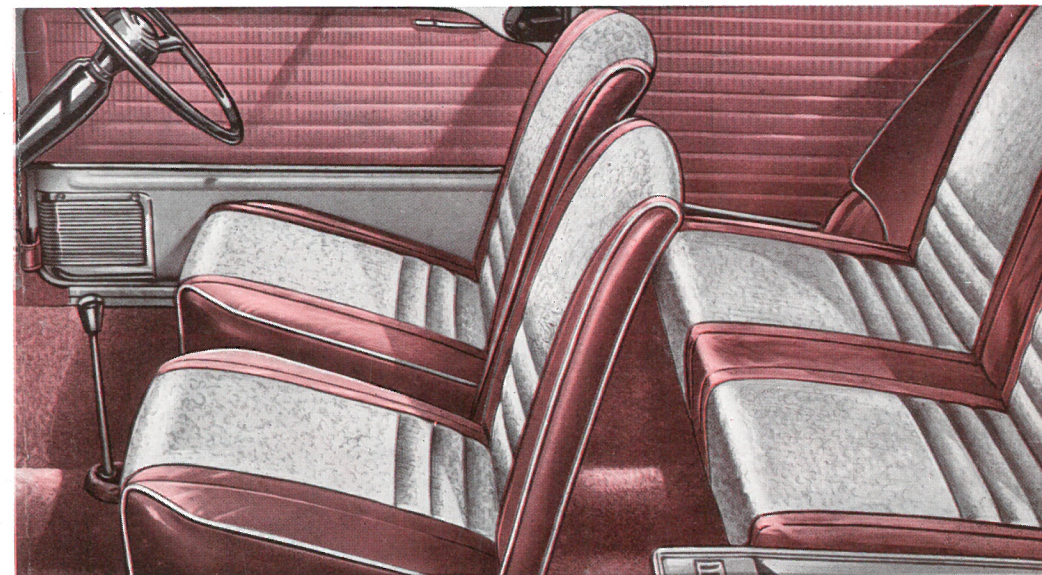
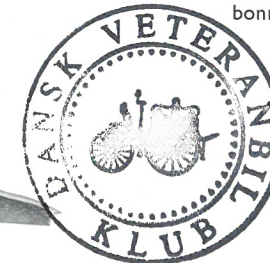
A fast car must be able to stop—fast! 7 in. (0.18 m.) front disc brakes provide the necessary confidence for high-speed motorway travelling.

A super-luxury interior—and all the comfort and space for which the Austin Mini is now well-known! Being trimmed in a washable, vinyl-treated fabric, the upholstery can be kept spotlessly clean. Both front seats are adjustable and there is ample out-of-the-way storage space to supplement the luggage boot in the rear. Each door has a large open pocket, and on each side of the rear seat is a companion box capable of taking quite big parcels.

To prevent windscreen reflections certain parts of the fascia are trimmed black, and an ashtray is included in the centre of the top surface. Completing the interior appointments is a deep-pile fitted carpet which is carried through to the floor of the lockable luggage compartment, beneath which is the spare wheel.



Now world-famous is the revolutionary power-pack of the Austin Mini. Overhead-valve twin-carburettor 997-c.c. engine, four-speed close-ratio gearbox, and front wheel final drive are all assembled as one complete unit and transversely mounted on a separate sub-frame. Almost everything of a major mechanical nature requiring periodic maintenance or adjustment is there beneath the bonnet—ingenious design enabling the Austin Mini Cooper to be serviced at no more inconvenience than the raising of its bonnet top!



Trailing tubular levers have been employed in the construction of the independent rear suspension. Maintenance-free solid rubber 'springs' promote rock-steady, constant, road-holding characteristics, and telescopic, hydraulic shock absorbers ensure smooth anti-sway cornering. The trailing arms also carry the stub shafts for the wheel hubs and the complete rear suspension is assembled on a sub-frame which is mounted to the body at only four points.